

**Stakeholder's Meeting**

June 1, 2005  
3:00 p.m.  
HTNB Offices

**Representatives/Attendees**

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Columbus Park Neighborhood Association –  
Amica Gomersall; Ralph Keys; Mike  
Sturgeon  
Downtown Council – Chris Carucci; John  
Yacos  
Greater Kansas City Bicycle Federation –  
Sarah Gibson; Caroline Helmkamp;  
George Helmkamp; Chris Jones; Christi  
Lynne  
Housing Authority – John Monroe  
KCMO - Environmental Management – Ron  
McLinden  
KCMO - Planning & Development – Steve  
Noble  
MARC – Mell Henderson  
Missouri Bicycle Federation – Laurie  
Chipman  
Missouri Senate – Senator Wheeler – Larry  
Malone  
North Kansas City – Michael Smith

North Kansas City – Mayor's Office – Gene  
Bruns  
NT Realty – Richard Lanning  
Pioneer Container – Tom Brown  
Port Authority of Kansas City – Mike Burke;  
Patrick Sterrett  
Regional Transit Alliance – Kite Singleton  
U.S. Environmental Protection Agency –  
Steve Smith  
Waterford Property Co. – Paul Fogel  
  
MoDOT – Lee Ann Kell; Jim Shipley; Kent  
Johnson  
HNTB – James VanWomer; Jerry Irvine;  
Gretchen Gaines; Betty Burry; Clyde  
Prem; Tom Westerman; Dan VanPetten;  
Jerry Mugg  
CCI PR – Adam Yarbrough  
Taliaferro & Browne – David Brackey  
DRG Engineers – Charles Goodman

**Other Invitees**

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360 Architects  
BNIM Architects  
Civic Council of Greater KC  
Clay County EDC  
Corps of Engineers  
Federal Emergency Management Agency  
Forest City Enterprises  
Greater Kansas City Chamber of Commerce  
GSA  
Guinotte Manor  
Highways and Transportation Commission

Isle of Capri Casino  
Kansas City EDC  
KC Design Ctr.  
KCATA  
KCMO - City Council 1st District  
KCMO - City Council 2nd District  
KCMO - City Manager  
KCMO – Mayor's Office  
KCMO - Parks and Recreation  
KCMO - Public Works  
KCMO - Water Services - East/Levee



KDOT	North Kansas City - Public Works
Legal Aid of Western Missouri	North Kansas City Business Council
Missouri Bicycle Federation	North Kansas City Levee District
Missouri Department of Conservation	Northeast Industrial Association
Missouri Department of Economic Development	Northland Regional Chamber of Commerce
Missouri Department of Natural Resources	Park University
Missouri House – Rep. Skaggs	Prudential Lofts & Condos Realty
Missouri House – Rep. Sanders Brooks	SKW
Missouri House – Rep. Burnett	State Emergency Management Agency
Missouri House - District 41	Taliaferro & Browne
Missouri River Crossing Committee	U.S. Coast Guard - 8th District
Missouri Senate – Senator Callahan	U.S. Department of Housing and Urban Development
Missouri Senate – Senator Ridgeway	U.S. Fish and Wildlife Service
Missouri Senate – Senator Wilson	U.S. House of Representatives – Rep. Cleaver
N. T. Realty	U.S. House of Representatives – Rep. Graves
Nicholson Group	U.S. Senate - Senator Bond
North Kansas City - City Administrator's Office	US ACE - KC District
North Kansas City - Economic Development	Wagner Industries
North Kansas City - Parks & Recreation	Zimmer Realty Co.
North Kansas City - Planning & Public Works	
North Kansas City - Police Department	

## **Agenda**

Welcome .....Lee Ann Kell, MoDOT

Lee Ann Kell welcomed the group and thanked them for their time and interest in the project. She noted that the team is working on preparing the Draft Environmental Impact Statement for public and agency review. She also said that the purpose of this meeting is to get stakeholder input on the recommended preferred alternatives.

Introductions & Housekeeping .....Betty Burry, HTNB

Betty Burry reviewed housekeeping issues and started introductions around the room.

Refined Alternatives Review and Discussion .....Clyde Prem, HNTB

Clyde Prem showed the groups two groups of maps, one being those that are part of the recommended preferred alternative, and the other being the other alternatives considered in detail. Maps of the recommended preferred alternatives are attached.



### Key points:

The project could be phased, based on available funding. Current identified funding would pay for improvements starting at 210 through the northeast corner of the loop, including the new Missouri River Crossing. The ultimate facility will be eight lanes. The bridge will likely be built as the ultimate. Depending on funding, highway connections could initially be built as six lanes and expanded in the future. In terms of environmental impacts, there is very little difference between six and eight lanes.

### North Subcorridor

- Missouri 210 – Offset Diamond Interchange; discussions need to continue with NKC relative to development plans east of I-29
- 16<sup>th</sup> Street – Half Diamond
- Bedford & Levee – Braided Ramps

### Missouri River Crossing

- Twin bridges on and immediately downstream from the existing bridge locations. Bridge type and aesthetics to be determined.
- Front Street – modified existing or Single Point Diamond

### CBD North Loop Subcorridor

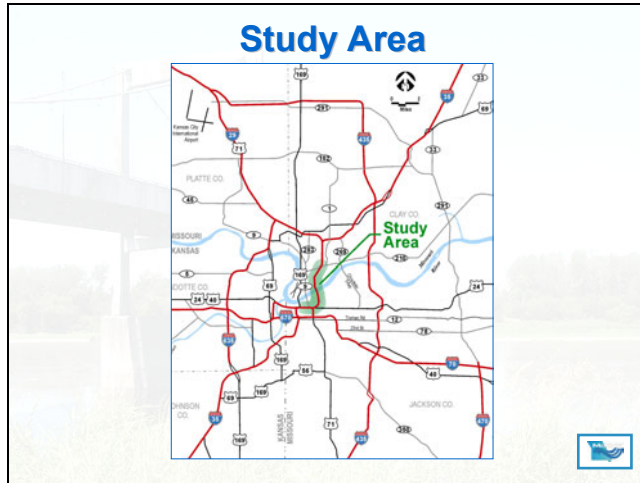
This portion could be phased, with Alternative B being the ultimate and Alternative A being an interim improvement. Alternative B creates a connected frontage road system on the north side of the loop.

- Paseo – Right exit and entrance
- NE Corner of Loop – Modify existing
- M9 – Box Diamond at grade
- Broadway – Single Point Urban Interchange.

Draft EIS Review Process/Schedule .....Clyde Prem

Clyde then initiated a discussion about the outstanding issues within the EIS, beginning with a discussion of the project as a whole:

- Without this project, congestion in the corridor will continue to increase.
- It is MoDOT's responsibility to address the issue of congestion.
- The EIS process, which is required for federal funding and permits, looks in detail at a wide range of impacts, including impacts to people, buildings and businesses in the area.
- These stakeholder meetings are designed to help make sure that those who could be impacted by the project have a chance to ask questions and provide input into the impact assessment process.



Prem showed the study area for this Environmental Impact Statement.

## Purpose and Need

In order to ensure a safe and efficient transportation system, MoDOT is working now on plans to address future needs. Any improvements will need to address the following:

<b>Roadway Deficiencies</b> Replace the deteriorating infrastructure and substandard interchanges	<b>Modal Inter-relationships</b> Facilitate the movement of trucks
<b>Traffic Safety</b> Improve traffic safety	<b>NAFTA Trade Corridor</b> Support the movement of international trade
<b>System Linkage</b> Improve the interstate system linkage across the Missouri River	<b>Project Costs</b>
<b>Transportation Demand and Capacity</b> Provide for sufficient vehicle capacity to accommodate travel demands	<b>Impacts to:</b>
<b>Traffic Operation</b> Improve traffic operation and decrease congestion	<b>People</b> and their homes, businesses and communities <b>Access</b> to and between surrounding neighborhoods, businesses and communities <b>Natural areas</b> , including wetlands and forests <b>Streets</b> , parking, railroads <b>Parks</b> and historic properties
<b>Economic Development and Access to Activity Centers</b> Improve access to the CBD and other major activity centers	

Prem reviewed the project's formal Purpose and Need

*Columbus Park: Has Purpose and Need Statement been revised since inception of DEIS process?*

Yes; what is shown is the Purpose and Need as it stands today.

## Improvement Concepts

- No-Build
- Reconstruction
- Parallel Arterials
- Travel Demand Management (TDM)
- Transportation System Management (TSM)
- High Capacity Transit
- Bicycle/Pedestrian
- Widen to 6 Lanes
- Widen to 8 Lanes
- Widen to 8 Lanes with HOV
- Reversible Lanes
- New Alignment
- Geometric Changes

Prem provided a review of the wide range of concepts considered to improve congestion in this corridor.

## Concepts Carried Forward

- No-Build
- Widen to 8 Lanes
- Widen to 8 Lanes HOV



Prem then listed the corridor-wide concepts carried forward for further study as the most promising for relieving congestion.

The need to reduce congestion in the area and make improvements to the corridor has been identified through established processes, including the regional planning processes established by MARC.

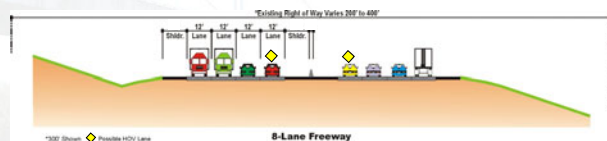
## HOV Analysis

Factor	No-Build Alternative	8-Lane Build Alternative	HOV Alternative
Project Cost	\$10.0M	\$285.1M	\$324.6M
50-Year Maintenance	\$5.1M	\$2.9M	\$2.9M
30-Year Operations	\$15.4M	\$0.9M	\$0.9M
Total Life Cycle Cost	\$30.5M	\$288.9M	\$328.4M
Level of Service	F	D	E
Crashes (2030) Total	2,881	1,240	1,223
Vehicle Miles from NB	N/A	+13,700	-1,100
Vehicle Hours from NB	N/A	-4,500	-4,300
Travel Time Savings (minutes)	-	-	0.3
Increase in HOV Vehicle Trips Per Day	-	-	2,386
Corridor Vehicle Occupancy	1.53	1.53	1.58



The HOV analysis has been completed. While HOV offers some congestion relief, it also reduces the general service lanes' level of service without significantly improving travel times. However, Prem stressed that HOV could be added in the future, as conditions change. The EIS doesn't preclude HOV from being introduced in the future; the concepts could allow HOV lanes to be added. Part of the issue is the short length of the corridor; for HOV to be effective, a longer corridor or even a regional strategy might have to be in place.

## Roadway Typical Section

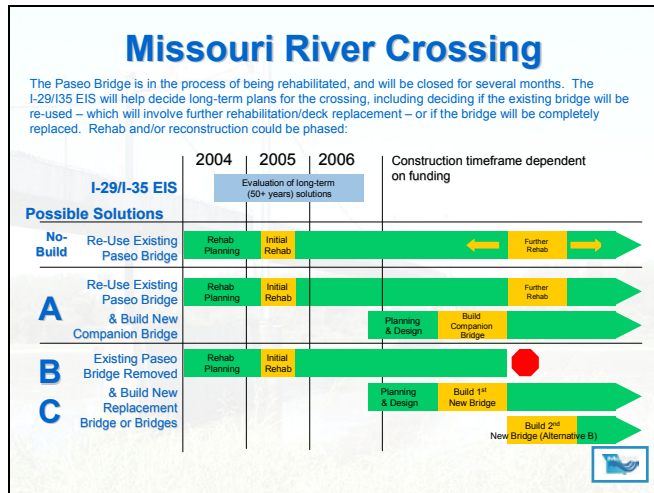


*KCMO Environmental Management: If you double the capacity of the corridor there is not reason or incentive for people to use HOV. Doesn't this impact the feasibility of HOV lanes? Why not look at 6-lane with HOV?*

That option will not adequately reduce congestion. The HOV option is based on six through lanes and two HOV lanes. It is important to note that while not part of the recommended preferred alternative, HOV lanes could be part of the future solution; this option does not eliminate HOV as a future option.



## I-29/I-35 EIS



Prem reviewed the bridge improvement options, noting that Alternative B – two new bridges, is the likely recommended preferred alternative.

*RTA: What was the final determination of number of lanes on new bridge? What about the truck acceleration lanes?*

The bridge will be designed for the ultimate facility, that is eight through lanes. Depending on the bridge design, there may or may not be acceleration lanes.

*Columbus Park: Aren't we designing the bridge now?*

No. We have concepts developed and are assessing the impacts of those concepts.

*RTA: ASB and Hannibal Bridges could be used. MoDOT needs to consider them as an option rather than adding capacity at Paseo. We need to look at ways to move through traffic around the city, rather than through it.*



Prem then showed a list of key issues for the project. Comments, questions and discussion about each topic:



### Bridge:

The bridge type selection and design process continues to evolve. MoDOT anticipates making a commitment in EIS to continue to consider bridge aesthetics as they move towards design.

### Bike/Pedestrian Crossing:

*Greater KC Bicycle Federation: Why not keep the existing bridge?*

There are several reasons. First, the existing bridge will have ongoing and unique maintenance needs, which will be quite costly. Secondly, there are possible navigation issues for boats on the Missouri. Finally, if the existing bridge is kept, it limits options the type of bridge that would be built next to it because of both the need to match the piers and aesthetics.

*Missouri Bicycle Federation: It is imperative that there be bicycle and pedestrian access across the Missouri River. We understand that there could be a cantilever on the Heart of America Bridge, or a structure hanging off one of the bridges. We need to establish safe bike and pedestrian connectivity between north and south for existing bike trails as well as the Katy trail. Broadway is not a safe bridge for non-vehicular traffic. Access needs to be provided for those who do not have cars.*

MoDOT and the EIS consultant team are familiar with the need. The question is, how do we best meet that need, balancing cost constraints. MoDOT is willing to work with local communities, groups and planning agencies to work out solutions and financing.

*Greater Kansas City Bicycle Federation: The public is paying for this bridge. We should have safe bike and pedestrian access across the river. We need to tie trails together. We need to think broadly and not focus only on money. If there are federal dollars, then there has to be bike and pedestrian access, too. Other communities have been involved in law suits because they did not provide bike access.*

We can put bike/ped access on an interstate, but there needs to be a proper barrier to make it safe.

*MARC: We may be able to get bike and pedestrian access completed more quickly if it isn't tied to this project.*

*GKCBF: Is MoDOT opposed to bike access?*

No. They understand the need. The question is how do we make it safe, and how do we pay for it.

### Columbus Park

Adjustments have been made to Alt B alignment to address neighborhood concerns

*Columbus Park: Would there be noise walls?*

Our analysis shows that there would be places that are eligible for sound mitigation. MoDOT will work through their established process to see if the community supports noise walls or other mitigation techniques.

*KCMO Environmental Management: Noise is associated with tires, not just engines. Has the type of pavement considered been factored in to the readings?*

No.

*CP: Don't close Cherry St. during extension – Fire Department route*

*CP: What about the existing Independence loop ramp property? We don't want it to sit untended. Also, certain types of trees or other plantings are undesirable because they provide protection for homeless or illicit or undesirable activities. Will MoDOT make commitment in the EIS on maintenance or selling it and how to proceed with the neighborhood?*

MoDOT has established procedures for selling or transferring ownership of unused right-of-way. As long as MoDOT owns right-of-way they will maintain it. It will not, and cannot, hold on to property it doesn't need.

*CP: Did the team look at keeping left hand exit at Paseo to minimize impacts?*

A left hand exit does not meet safety or design standards.

*CP: Could abandoned property be used for neighborhood enhancements?*

MoDOT will look into how that property will be sold; they need to research original purchase before commitments can be made about disposition of any particular tracts.

*Housing Authority: Concerns about vibrations impacts – Chouteau Court is built on a landfill.*

*Columbus Park:*

- *Concerned about all past, present, future actions – it is important to Columbus Park that they are all considered in EIS. Concerned that the EIS will not be broad enough, regional enough in its assessment.*
- *We feel that the APE is too narrow. Why is it limited to 100 feet? We need justification for that decision.*
- *Consider public transportation needs – have we affected public transit routes?*

The recommended actions have not impacted transit routes; we have tried to be very sensitive to that need.



## I-29/I-35 EIS

- *What impacts does project have on land use in Columbus Park neighborhood and future plans for development?*
- *Concerns about environmental justice issues; Columbus Park has a minority and poor population.*

### *KCMO Environmental Management:*

- *This project could affect other portions of freeway system, for example I-70 and Bruce R. Watkins. MoDOT needs to look at project from an entire "region" scope, not just focus on impacts of I-29 corridor.*
- *Concerns that additional capacity will cause the public to not think about alternative transportation or the impacts of their actions.*

*RTA: Why can I-29 and I-35 traffic going through use the I-435 bridges instead? Divert interstate traffic out of downtown.*

The MIS looked at those options, and found that those routes simply don't divert enough traffic. With current development, the location of employment and industrial centers, as well as redevelopment underway in the Central Business District, there is a significant demand for capacity at this location.

*RTA: Concerned about impacts to traffic in the downtown loop; this approach will make it even more congested. There are limits to the capacity, and this study is dodging the issue. We need to separate local and through traffic. Other cities are able to do that.*

### M-210

There will be a commitment in EIS to coordinate with North Kansas City on access management as development plans evolve.

### Hazardous Waste Sites

Two sites have phase II studies recommend

*There was a former landfill on the east side of Lydia in North Kansas City.*

### Urban Design Issues

*Downtown Council: Aesthetic improvements should be coordinated with the Downtown Council – the organization wants to be involved in all stages, including lighting, ped/bike, and bridge type.*

*GKCBF: We would like to see bike/pedestrian specifically addressed in EIS; not just that bike and pedestrian access should be on the Heart of America Bridge*

*KCMO Environmental Management: Walkability of Independence frontage road is an issue. Carry aesthetic improvements through to corridor - not just on the bridge.*

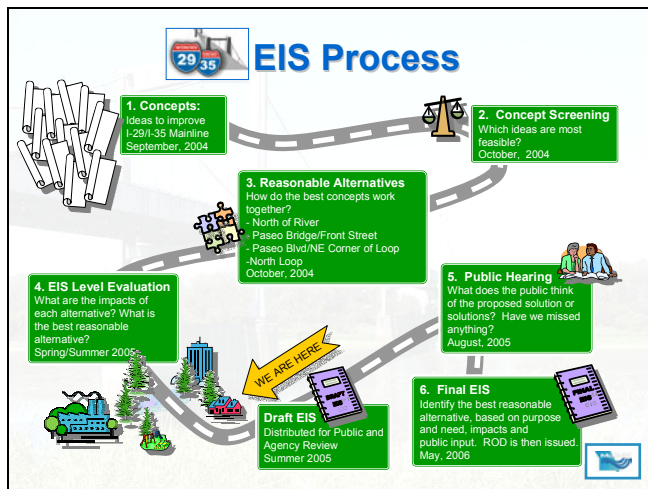
*Columbus Park: Plan the project so that homeless camps are less desirable beneath overpasses, bridges, etc. (small trees, no slopes, etc.)*

*CP: We would like to see more consultation with Columbus Park neighborhood on design of aesthetics*

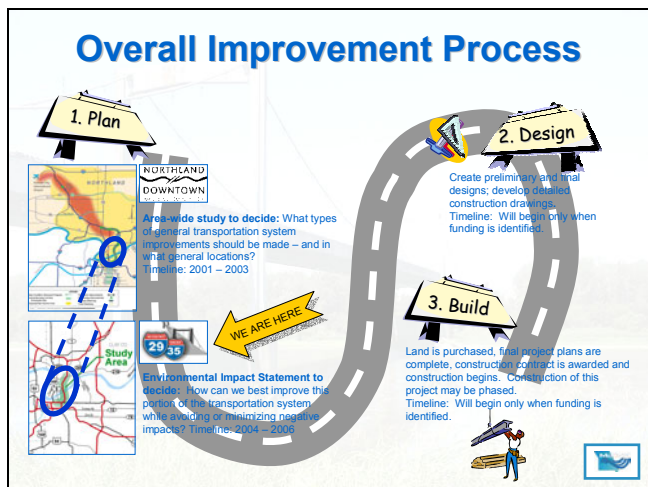
*Downtown Council: Consider Sasaki plan*

*GKCBF: Focus more on transit improvements, less on single occupancy vehicles.*

*GKCBF: I don't see the need more lanes.*



Prem stated that the team is near to having the draft document available for public review. The review period is a minimum of 45 days; the public hearing will happen during that period. There comment period will extend beyond the hearing to give everyone a chance to make additional formal, written comments on any of the Draft EIS findings or recommendations. The Draft EIS comment period and public hearing will likely be held this fall.



Lee Ann Kell began a discussion of the project process, including funding. She noted that when we started the EIS, there was no funding for the project beyond the EIS stage. The passage of Amendment 3 has allowed MoDOT to accelerate some projects, and this project has been identified as a priority for the state. At this time, it appears that there is \$195 million for the first phase of the project, which would be improvements and a total of six lanes between Missouri 210 and the northeast corner of the downtown loop, including a new bridge.



MoDOT is looking at the possibility of this project being a design-build, which would accelerate construction. MoDOT expects to make a decision on if the project will be design-build by mid summer and also expects to have a related plan to continue the stakeholder process over the course of the project.

She noted that at this time, there are many unknowns, including what type of bridge would be constructed, as well as bridge aesthetics. Costs will be an important consideration; MoDOT has been pursuing ways to reduce costs for the planned Mississippi River crossing in St. Louis, and in fact, is looking for cost savings on virtually every project; the key words are “practical design.” That doesn’t preclude the design and construction of aesthetically pleasing bridges to replace the Paseo Bridge, but it does mean that everyone will have to work together to make that happen in a way that is financially responsible.

In response to a question, Kell said that the \$195 million is federal money that comes to MoDOT.

Kell thanked everyone again for their time. The meeting adjourned at 5:20.